PRICE THREE CENTS.

VILLARD ACCUSED OF FRAUD

SERIOUS CHARGES MADE.

IN NORTHERN PACIFIC

STOCKHOLDER DEMANDS RESTITUTION OF

MILLIONS-THE WISCONSIN CENTRAL LEASE

THAT PROPERTY COSTING \$8,000,000 WAS SADDLED ON NORTHERN PACIFIC FOR \$29,000,000.

The long threatened suit against Henry Vulard and his associates in the Northern Pacific Railroad Company has been begun in the Supreme Court in this city. The complaint was filed in the County Clerk's office yesterday. The plaintiff is John Swope, of Pennsylvania, who owns twenty-five shares of the preferred stock of the Northern Pacific Company, and he sues on behalf of himself and other stockholders. The defendants named in the suit besides Mr. Villard are Charles L. Colby, Colgate Hoyt, Edwin H. Abbot. the Northern Pacific Railroad Company and its three receivers, Thomas F. Oakes, Henry C. Rouse and Henry C. Payne, and the Chicago and Northern Pacific Railroad Company.

Mr. Swope brings the suit becaue the receivers of the Northern Pacific Railroad Company refuse to take any action. He seeks to enforce from the individual defendants the restitution of several million dollars of which the two railroad companies are alleged to have been defrauded,

According to the complaint Messrs. Villard, Colby, Hoyt and Abbot were, and still are, the trustees of the Wisconsin Central Company, which owns all the stock of the Wisconsin Central Railread Company. In September, 1889, these four men owned land at Harrison-st, and Fifth-ave., Chicago, the title of which was in the name of John P. Neal as trustee. A passenger station was being built upon this property, which was subject to purchase money mortgage of \$450,000. The total cost of the building was to be \$750,000. About \$350,000 of that sum had not been paid at the time mentioned.

The same four men owned and controlled the Chicago and Great Western Railroad, the Bridgeport and South Chicago Railroad Company and the Chicago, Harlem and Batavia Railroad Company. All three of these companies operated lines of railroad in Chicago. Their capital stock had no market value, because of bonded indebtedness in excess of the real value of the property owned by them. The value of the land on which the station was built, and of the three railroads, was about \$5,000,000 in March, 1890.

Mr. Villard and his three associates were dipectors of the Northern Pacific Company, and Mr Villard was chairman of the board Mr. Abbot was president of the Wisconsin Central Company and the Wisconsin Central Railroad Company. Thus they had control of all these valuable properties mentioned thus far.

According to the complaint, these four men conspired, in 1889, to sell all this property in Chicago, which had debts amounting to its full He said value, for an enormous price to the Northern Pacific Company, thus robbing that company by making it pay a big price for something not worth a dollar. Swope charges that these four sold, through themselves as directors, all this Chicago property to the Northern Pacific Com-

The way they went to work was by forming for he has told us so. gaged for a large sum, and finally conveyed to the Northern Pacific Company. The latter company assumed all the obligations of the prop-

ber 22, 1889, of the Chicago and Northern Pacific Railroad, with a capital of \$30,000,000. Mr. Swope declares that the four men paid \$1,000 for ten shares of the company, and that this was practically all the real capital the company had On March 5, 1890, the Chicago property was conveyed to this new company for \$3,749,000, in stock of the company, and \$1,850,000 in bonds, to be secured by first mortgage upon the hand in question and the three railroads mentioned. Then the Chicago and Great Western Railroad Company was leased to the Chicago and Northern Pacific Company for ten years, at a rental of \$600,000 a year, and three days later its property was sold to the Northern Pacific Company for \$22,500,000 in stock of the company and \$14,-\$99,000 in bonds, to be secured by mortgage. Bonds to the amount of \$300,000 were retained to

Petire a like amount of the first mortgage bonds, leaving \$14,560,000 the net amount received. The Bridgeport and South Chicago Railroad Petire a like amount of the first mortgage leaving \$14,500,000 the next amount received.

The Bridgeport and South Chicago Ruifroad Company also leased its road to the Chicago and Korthern Pacific Company for \$62,000 a year, and three days later it was sold to the Northern Pacific Company for \$2,250,000 in stock of the company, and \$1,500,000 in bonds, secured by

next operation was leasing the Chicago, Harlem and Earavia Railroad Company to the Chicago and Northern Pacing Company for ten years, at \$45,000 a year. Three days later, as issual, the same company was sold to the Northern Pacing Company for \$1,500,000 in stock and \$1,500,000 in stock

500,000 in bonds.

Thus all this property, which Mr. Swope declares.

In his complaint was not worth more than \$8,000,

500, was conveyed to the Northern Pacific Com-200, was conveyed to the Northern Pacific Company, for which it paid \$22,099,000 in stock and \$30,000,000 in bonds. Of the bonds the sum of \$18,250,600 was to be secured by a mortgage apon the property to be conveyed. The Farmers Loan and Trust Company was made trustee for the \$30,000,000 in bonds. Mr. Villard and his associates received \$18,500,000 in these bonds for the stock which they held in the three Chicago companies, and the stock was assigned to the trust company.

nies, and the stock was assigned to the trust company.

The next step in the alleged conspiracy, Mr. Ewope says, was when Mr. Villard and his associates then made to themselves as owners of the Wisconsin companies a lease for ninety-nine years of all the property of the Chicago and Northern Pacific Company. The lease was subject to the lien of the mortgage of \$650,000 on the Chicago station property and other smaller outstanding mortgages. The Wisconsin companies agreed to Pay \$350,000 a year rental, the interest on the mortgages, and the expenses of maintaining the Chicago and Northern Pacific Company up to a sum not to exceed \$25,000 a year.

The last step was leasing the Wisconsin Com-

coge and Northern Pacific Company up to a sum not to exceed \$25,000 a year.

The last step was leasing the Wisconsin Company to the Northern Pacific Company, on April 1, 1850, for ninety-nine years, subject to all the mortgaces and the provisions of all the covenants of the Wisconsin Company. Mr. Villard was at this time chairman of the Northern Pacific Company, and two of his associates were directors. The complaint alleges that in this speration Mr. Villard and his associates again secured a good slice of stock for themselves. Mr. Swope declares that Mr. Villard and the other three engaged in the alleged conspiracy fraudulently concealed from the other directors that they were the owners of the Chicago property. He asks that an accounting be had, the Chicago property assessed at its true value, and Mr. Villard and his associates be required to return the property which they have acquired by fraud.

THE ALLEGED FRAUDS AT OGDENSBURG. Watertown, N. Y., Sept. 13 .- "The Times's" Ogdensburg correspondent has been making inquiries ncerning the report of the special Treasury

Ment, Marcus Hanlan, in which he recommend

that the Governor begin a criminal prosecution

Watertown and Ogdensburg, and that Deputy

Ogdensburg, be removed, because of alleged extensive frauds in entering fine Sumatra tobacco as fillers, instead of wrappers, thereby giving the shipper a lesser duty. The correspondent finds that more tobacco was received at Ogdensburg SUIT AGAINST HIM AND HIS ASSOCIATES from January to June this year than at any previ ous time in the history of the custom house, but the total amount was only 13,042 pounds. Of this ount 9,972 pounds were classified as wrappers and a duty of \$2 a pound was collected on them. The remaining 4,070 pounds were received and paid for as fillers, and it is on this amount alone that there is any question of fraud. The officers who are charged with irregularities say that they can show a clear record and their friends declare that the charges have been trumped up to remove these men from office.

THE TROLLEY KEEPS UP ITS RECORD

ONE CHILD KILLED, ANOTHER'S SKULL PROB-ABLY FRACTURED, A WOMAN BRUISED AND A MAN THROWN THIRTY FEET IN THE AIR.

Jennie McDermott, three years old, living at No 116 Seventh-st., Long Island City, attempted to cross Jackson-ave, at Eighth-st, yesterday afternoon in front of a Steinway trolley car. The motorman tried to stop the car, but could not do so in time to save the little one's life. The motorman was arrested.

evening, David Smith, aged eight, of No. 177 Atlan-tic-ave., was struck by the trolley car. No. 121, of the Bergen-st. line, receiving a possible fracture of the skull. He was taken to his home. The motor Michael Sweeney, was arrested and held for assault in the second degree. The conductor, P. J. Kelly, was arrested, but was not held.

Trolley car No. 340, of the Fifth-ave, and Boerun Place line, ran into a light carriage in which were Charles Holwedel and his wife, of No. 290 Washington-st., at Schermerhorn-st, and Boerum Place, ast evening. Mrs. Holwedel was thrown out and limbs. The damage to the vehicle was estimated at \$50.

Seymour Van Dyke, an electric lineman, was at work on the top of the extension ladder of a trolley repair wagen at Adams and Johnson sts., early yesterday morning. A trolley car came along at a high rate of speed, and the motorman did see the repair wagon until he was close to it. He then jammed down his brake and cut off the urrent, but could not stop the car until after

HARD WORDS FOR STATE OFFICIALS.

THE DEPOSITORS OF THE COMMERCIAL BANK STRONGLY CONDEMN THE SUPERIN-

TENDENT AND SEEK AID FROM GOVERNOR FLOWER.

Another meeting of the depositors of the suspended Commercial Bank of Brooklyn was held last evening at Haviland Hall, in Classon-ave., and action was taken in the matter of laying before the Governor the facts, and asking for an investigation of the affairs of the bank and for the removal of for the present condition. C. A. Haviland presided.

We know that a Bank Superintendent has been a stupid blunderer, or omething worse, and that the Banking Department of the State, in which we is no longer the safeguard people. We know that he who has been appointed receiver is the attorney of the bank's preent, and as the attorney called upon on that Black pany, and by the scheme they netted profits Friday to advise bank officials who betrayed us will oppose the appointment of an associate receiver, receiver appointed at once, The way they went to work was by forming the corporation, to which all the Chicago property four weeks. David Barnett, as attories of the bank, stood idling his time for delay; and he bank, stood idling his time for delay; and he hoodwink of depositors, in the mean time his which was conveyed to it. In this trans- permanent receiver, and we shall be the dupes

ares to show that the bank could not resum-iness. The liabilities were 150.00 and the ar-s only \$60.00. Louis Wanke was placed of Executive Committee in place of John Schil

TAMMANY DEMANDS OFFICES.

MR. CROKER INFORMS SECRETARY LAMINT THAT THE MINOR PEDERAL PLACES MUST. GO TO THE WIGWAM.

Secretary Lamont returned to Washington yes terday, after sending his family to Cortlandt, N. V. his house in Washington not being ready yet for oc cupancy. Refore leaving the city Colonel Lamon and conferences with a number of persons of more or less political importance, among whom were Collector Kilbreth, Appraiser Bunn and Richard Croker, ruler of Tammany and sole master of ninety delegates about one-quarter—of the Democratic

The most important of these conferences Secretary Lamont held with Mr. Croker. Before going to meet Mr. Cleveland's representative Mr. Croker breakfasted with Senater Murphy at the Hoffman House, and it is presumed that what Mr. Croker said to Mr. Lamont had the concurrence of the unior United States Senator. Mr. Croker told the Secretary that he had come to talk about the Secretary that he had come to him about the Federal offices which were within the power of Mr. Cleveland's Administration to distribute. He said nothing particularly about the prominent posts like Naval Officer, Surveyor of the Port, United States District-Attorney, United States Marshal and the like. It was the less important ad minor appointments, beginning with the place \$2,500 a year, and running down through the lesser berths valued at \$2,000, \$1,800, \$1,500, \$1,200, \$1,000, and ending with messengers, watchmen, attendants and scrubwomen, at \$905, \$600, \$720, \$650, etc., of which Mr. Croker demanded a full share for expectant Wigwam minions.

Wigwam minions.

All accounts agree that Mr. Croker was not at all excited, but he spoke in a terribly earnest tone and wore the determined look which he can asand were the destriction of thinks the occasion demands it.

As one of his faithful and admiring friends said last evening: "The old man read the riot act to Lamont, and desired him to inform the Presint that there must be no more fooling." Tammany has determined that these places belong to per and she means to have them. What impression Croker mode upon Lamont could only be inferred from the circumstance that the temperature seemed to have dropped many points when they separ-ated. But the Secretary promised, in an unconcerned way, to lay Mr. Croker's demand before

It is given out that no more appointments to Fed-

eral offices here will be made until after the State Convention is held.

Murphy and Croker are not worried over Mr. Cleveland's order that Maynard must not be la-belled an Administration candidate. It will not be their personal funeral if he is defented.

Senator Murphy will remain in New-York some days yet. Judge Maynard arrived in the city last night and went to the Park Avenue Hotel.

COL. BRECKINRIDGE'S ANSWER TO MISS POLLARD.

Louisville, Ky., Sept. 13.—It is said by persons in a position to know something of the intentions of Colonel W. C. P. Breckinridge that in his cress-petition in the Breckinridge-Pollard suit he will deny that Miss Pollarican lay her downtall at his door, and say that he is in no way responsible for her career. Colonel Breckinridge will propose to prove that Miss Pollari confessed to aim that she had been ruined by James Rodes, who at that time agreeting the expenses of her schooling, and avowed was defraying the expenses of her schooling, and avowed her intention of leading the life which she has pursued. her intention of leading the life which she has pursued. Friends of Colonel Breckinridge at Lexington are confident that he can clear himself of the scandal, and signify their willingness to allow him to do so before piedsing their support to any other aspirant for Congress from the Lexington district.

SUFFERING OF HOMESEEKERS AT THE REGISTRATION BOOTHS.

STRICKEN DOWN BY THE TERRIBLE HEAT HIS BODY FOUND IN HIS STATEROOM ON WHILE WAITING THEIR TURN TO REGISTER -APPEALS TO SECRETARY SMITH

Arkansas City, Kan., Sept. 13.-The mercury in Arkansas City this afternoon indicated a temperature of 110 degrees Fahrenheit, the hottest day of acted vesterday were more than repeated to-day and many persons overcome by the heat were carried from the lines. Some of them will recover, bu is great discontent among the home-seekers because the forces at the booths are not large enough to register more than one-half of the people who wish certificates of registration. Great pressure ing brought to bear upon the authorities at Washington to-day to induce them to move the booths and to permit every one to enter the Strip and lo

Lieutenant Caldwell this afternoon sent a tele gram, through his superior officer, Colonel Parker, to Secretary Hoke Smith, advising him of the conditions existing at the booths, and suggesting that, as the registration has proved almost failure, it be discontinued. All of newspaper men representing metropolitan papers this afternoon uniter patch to Secretary Smith: united in the following dis-

Arkansas City, Kan., September 13. Hon. Hoke Smith, Secretary of the Interior, Washingto

suffering of the home-sockers who are scoking on a dusty road four miles from water and sh cather is extremely hot, and het winds are blowing a de. The suffering is great. A large number of the mescekers have been stricked down, and some of them have died. Registration is progressing so slowly that thousands of men age compelled to stand in line for days exposed to the sun, dust and thirst. Can you not care the booth to be removed to this city and put on a harry force of clerks, or abandon registration at once. For the honor and welfare of the Administration we beg you to

gistration system, that when Friday night arrives and it is apparent that the thousands in waiting will be unable to have their names placed on th list, a riot will be precipitated. condition exists at Oriando, Stillwater, Hunnewell and Caldwell. It will be impossible to enforce order issued by Secretary Smith Monday, for bidding anyone to board the trains entering the Strip at noon who are not armed with registration certificates. Trains loaded to their fullest capacity arrived here to-day, and this influx will be kept up constantly until Saturday noon,

At Hunnewell this afternoon a boomer was killed in his wagon and robbed of all his money. The murderer was captured and quickly removed from town to prevent his being lynched.

Washington, Sept. 13,-A telegram received at the reports from all of the booths show that there have een 50,000 people registered up to last night. Ader Lamoreaux, of the General Land Office booth yesterday, and that there are now 7,000 line by actual count walting their opportunity to The cierical rance at Hennessy has been increased to meet this unexpected rush

KILLED ON THE YACHT ALLEGEA.

THE FIREMAN OF COLONEL CRUGER'S BOAT LOSES HIS LIFE BY THE EXPLOSION OF A CYLINDER-THE ENGINEER SEVERELY SCALDED COLONEL AND MES. CRUGER GO ON BOARD

action Mr. Swope alleges that Mr. Villard and his associates received large sums in stock and bonds of all the companies.

Mr. Abbott retired, Mr. Swope declares, from his position as director of the Northern Pacific Company until fifter the deal was consummated, and then he was elected to his old position again. This was done, it is charged, for the purpose of tweeting up the conspiracy.

The next step was the organization on November 22, 1889, of the Chicago and Northern Pacies only \$80.000 Louis Wanke was placed on the second the purpose of section of the Chicago and Northern Pacies to show that the bank could not resume figures to show that the bank could not resume figu THE RELVETIA calded by the escaping steam.
The Helvetia, C. Oliver Iselin's steam yacht.

was close by and hastened to the aid of the dis-abled yacht. A line was passed and the Allegra the Helvetia. It is thought the engineer will re-

RIGHARD LUDLOW LARREMORE DEAD.

THE EXPURSE SECUMBS TO AN ATTACK OF PARALYSIS HIS LONG CONNECTION WITH THE NEW YORK BAR.

Ex-Judge Richard Ludlow Larremore, a wellmore than twenty years a judge of the Court of Common Pleas, died at his home, No. 146 West One-hundred-and-thirty-third-st., yesterday after noon. Judge Larremore was sixty-three years old He had been in failing health since he resigned from the bench, nearly three years ago. He was extremely feeble during the summer. The immediate cause of his death was a stroke of paralysis which he suffered a week ago last Tuesday.

Judge Larremore was born in Astoria, L. I., Sep. tember 6, 1839. He was graduated from Rutgers College, at New-Brunswick, N. J., in 1856, studied law in the office of Robinson, Betts & Robinson, and was admitted to the bar in this State in 182. He was prominent in the educational affairs of the city for many years, and held the office of school trustee for the Eleventh and afterward for the Nineteenth Ward. He was a Commissioner of Edu ation from 1861 to 1864, and from 1868 to July, 1879, serving as president of the board during the last year of his service upon it.

Mr. Larremore was a member of the Constitu-tional Convention of 1867 and served on the Comthe degree of doctor of laws from the University of the City of New-York in 1870. In 1870 he was elected a Judge of the Court of Common Pleas on the Democratic ticket. That was before the revolution against Tweed and while the Democrac; was united. In 1876 Governor Tilden assigned him to duty as one of the Judges of the Supreme Court in the place of Judge Van Brunt. Judge Larremore 1884 on the Tammany ticket, but served only seven years, resigning in 1891 on account of ill-health. For two or three years before he resigned he was Chief Justice of the Court of Common Pleas, suc-ceeding Judge Charles P. Daly.

ludge Larremore had been a member of a number slonged only to the University Club and the Bar Association. He was also a member of the Masonic rder and the Zeta Psi college fraternity, in the

affairs of which he took great interest.

His widow, who was formerly Miss Caroline
Livermore, of Massachusetts; a son, Wilbur Larremore, a lawyer, at No. 2 Nassau-st, and legal editor of "The New-York Law Journal," and three daughters were with him when he died. The funeral will probably be held at the Madison Ayenne Presbyterian Church Saturday morning. The burial will be at Greenwood.

THE GIRL ATE TOADSTOOLS AND DIED.

Annie M. Henry, eleven years old, was paisoned at dine Village, near Elizabeth, N. J., yesterday, from eatof Aidine. The victim picked and cooked the tood deels aircan's eaten some. When Mrs. Henry saw the supposed nushmens she told her daughter they were bad and threw them fate the yard. A valuable watchedg, belonging to the family, devoured them, and he shortly after wa-found lying dead in the Fard. This is the first fatal case of toadstool poisoning in Union County in many years.

STRICKEN ON A SOUND BOAT.

THE PILGRIM.

HE HAD DIED FROM APOPLEXY IN THE NIGHT-THE BODY SENT TO BOSTON ON THE MIDNIGHT TRAIN LAST EVENING

Frederick L. Ames, the Boston capitalist, died yesterday morning, presumably between 2 and o'clock, in stateroom No. 1 of the steamboat Pilgrim of the Fall River Line, during its trip from Fall River to New-York. Mr. Ames usually travelled between Boston and New-York by this line, and always occupied the official stateroom, he being vice-president of both the Old Colony Steamboat Company and the Old Colony Rail-On going aboard the boat about 7 o'clock Tuesday evening at Fall River he prepared his toilet for supper, and later sat down at the captain's table, and joined pleasantly in onversation with these around him during the He remained with the party, a cheerful companion, after supper until nearly 10 o'clock, when he started for his stateroom. Then he discovered that in some way he had mislaid the key to the room, but a pass-key was provided, and he disappeared for the night.



Captain Davis, of the Pilgrim, knowing that Mr. Ames generally appeared in the morning about | various corporations of which he was a member s o'clock, had breakfast prepared at that hour. boat had meanwhile reached its pier, No. 28, North River, on time. Half-past 8 and finally o'clock came and still Mr. Ames had not come from the stateroom. Then a porter was sent to There was no response, but knock on the door. Captain Davis, thinking that Mr. Ames was only terested the Union Pacific Railway received, perindulging in a restful morning map, decided to haps, the largest share of his time and attention. postpone for a while further attempts to rouse At 10 o'clock, however, the captain was becoming nervous. There was a blind covering birected this to be forced open, when the body of Oliver Ames, in March, 1877. In 1880 he took an Mr. Ames was seen lying face downward on the and the body was found to be cold and stiff, present Union Pacific Raffrond corporation, and it clothed in a plain night dress only. Some of his outer clothing was hanging on the apartment heeks, and some was neatly folded and lying upon The room was the largest on the boat. In it were a double bed, a washstand and chairs The head of the dead man was toward the door, and his body was lying in a natural position, as if he had rolled off the bed. The sheets, pillows and coverlets of the bed were rumpled, in-

a fireman on the steam yacht Al- the Coroner's office was also advised of the death. Depaty-Coroner Conway visited the boat at once, and, after a careful examination, declared the heath to be due to apoplexy. From the condition of the body and its rigidity it was been acquired since i 3 a. m. Mr. Ames had evidently fallen head-foremost to the floor, and the rash of blood to the brain and the concussion resulting from the

dicating that they had been disturb-

S. Merritt Hook, undertaker, of No. 710 Eighth ave., was sent for to take care of the body. In the mean time, Captain Davis and the superintendent of the Fall River Line telephoned to usiness friends of the dead man in this city. among others General T. T. Eckert, president of the Western Union Telegraph Company; George J. Gould and Judge J. F. Dillon, of the Union Paerfie Karlway Company, Telegrams were at once sent to Baston, giving notification of the death of Mr. Ames, and requesting instructions as to the disposition that should be more of the

Pending advices from Boston, the body was taken to the rooms of Mr. Hook's establishment. Here

to the rooms of Mr. Hook's establishment. Here it was laid in the embalming room, in the guardianship of the undertaker's assistants, to await instructions for its return to the summer home of Mr. Ames at North Laston, Mass. The undertaker's establishment is a plain-booking place in Eighth-ave, above Forty-fifth-st, and few, if any, of the persons who passed along the silewalk yesterday afternoon and last evening knew that the body of the wealthiest man in all the New-England States was resting in death within one of its smallest apartments.

Oliver Ames, ir., son of the dead man, left Boston on the 4 p. m. train on the Boston and Albany Railroad, and arrived in this city at 10 o'clock last evening. He came to take charge of the body of his father. The body had been embalmed by Mr. Hook, the indertaker, and he in company with Mr. Ames, took it to the Grund Central station. The body was placed in the bargane-ear of the regular midnight express train of the New-York, New-Haven and Hartford Railroad, Mr. Ames and the undertaker occupied berths in the same train, which will arrive in Boston at 7 o'clock this morning.

WEALTHIEST MAN IN MASSACHUSETTS.

WEALTHIEST MAN IN MASSACHUSETTS. A SKETCH OF THE LIFE OF FREDERICK L. AMES -RIS PORTUNE ESHIMATED AT +35,000,000.

Boston, Sept. 13 (Special).—Frederick Lothrop Ames, of North Easton, Mass., capitalist, railway builder and director, was the wealthiest man in Massachusetts, his fortune being estimated at not far from \$15,000,000, Mr. Ames was the sen of Oliver Ames, the second to bear that name, and was born in North Easton June 8, 1825. His mother was Sarah Lethrop Ames. He received his early otherships at Company, and at Different Property of Company, and are also at the Company of Company, and the Company of Company of Company of Company of Company, and the Company of Comp builder and director, was the wealthiest man in education at Concord, and at Phillips Exeter Academy prepared for Harvard University, when he was graduated in 1864. Mr. Ames entered the class of 1851 as a sophonore. He was perhaps the youngest member, certainly one of the youngest of the class. He was quiet, modest, unassuming not a conspicuous member of the class, but well known and generally beloved. He was a good, but no an eminent, scholar He was not blentified with any of the college societies. His tastes were then inclined to law, but in deference to his father's desire he went into business. It was his father's wish the college of the college o wish that he begin at the bottom of the ladder, and he at once became a clerk in the great Ame Works, at North Easton. From grade to grade, as the rules of the establishment required, he advanced, and after several years he was placed in

reorganized as Oliver Ames & Sons' Corporation, with F. L. Ames as treasurer, which position he held up to the time of his death. Early in his business career Mr. Ames had becominterested in railroads, and when a young man was a director in the Union Pacific, Chicago and Northwestern, Missouri Pacific and Texas Pacific railroads. Gradually he diverted his attention from merchandise to railroads, and at the time of his

charge of the accountants' department. Very early

he showed a marked executive ability, and when in

1863 he became a member of the firm he was an experienced business man. Until 1876 the firm name

was Oliver Ames & Sons, but in that year it was

Customs Collectors Johnson and Backman, of BOOMERS DYING IN THE LINES. FREDERICK L. AMES DEAD. death was officially connected with some forty railroads, and was conceded to be one of the best formed men on all matters pertaining to this branch of enterprise in the country. He had been vicepresident of the Old Colony Railroad and the Old lolony Steamship Company, and was active in the of the Western Union Telegraph Com pany. He was also a director in the General Electric Company, besides at least forty railway com panies and several trust companies. Many of the nonetary institutions of Boston claimed a part of charitable institutions, being president of the Ho for incurables, and trustee of the Children's Hosof the Massachusetts General Hospital, and of the McLean Insane Asylum. He money also to the work of the Kindergarten for the Blind. A Unitarian in religion, Mr. Ames attended the First Church, of which the Rev. Stophis strength, both moral and financial. For many years he was chairman of the Standing Committee, and much that the parish has been able to do in He also took an active interest in the affairs in th church at North Easton. He was a member of the corporation of Harvard. His holdings of real estate most notable structures is the Ames Building, at Washington and Court sts. This is a monument in strength, size and architectural beauty.

Mr. Ames took little interest in politics, but in 1872 sat in the State Senate, where his excellent judgment made him a valued member. He was a liberal patron of art, and his homes, both at North exquisite paintings, rare china and tapestries. In at the Baltimore and Ohio Railroad station, where daughter of James Blair, of St. Louis, who origi Helen, Angier, the wife of Robert C. Hooper; Oliver 2d, Mary Shreve Lothrop and John Stanley In the financial world Mr. Ames was worly and favorably known. His great wealth made him a most desirable man for large corporations to have as a friend, and the extended experience which he sed in consequence of his varied interests gave his views as expressed at financial m musual weight and value. The chief characteristics that he displayed at such meetings were a unusually tenacious memory and a clear and ters manner of stating his opinions. No matter how heated the discussion might become, Mr. Ames never forgot that he was a gentleman, and invariably bore himself as one. He carried in his head all the more important matters connected with the numerous boards of directors, trustees and other officials in the doings of which he was interested and took part, and it was a matter of frequent remark among the officers and clerks of different institutions and corporations with whom he came in contact that he was able to recall a fact or a circumstance which had been forgotten by them. His opinions on all matters con nected with the finances and administration of the were easerly sought, and in a large measur trolled the decisions of the different boards. He never spoke at any great length in support of his views, but seemed content to put them forward in a concise and lucid form, and let them, as it were, do most of the talking for themselves.

Of all the many companies in which he was in It was the corporation, indeed, in which he had ore at stake than in any of the others, and he had been connected with it more actively greater length of time, having become directly interested in it at the time of the death of his father, A quick entrance to the room was effected the Union Pacific and the Kansas Pacific into the said that since he took his seat in the Union Pacinc Board of Directors he had not once been absent when any measure of importance was upon its passage. His interest in Union Pacific was largely company's bonds, but as a director he gave close attention to the smallest detail and was at all tower of strength for the corporation finan-Mr. Ames was also prominently identified with the old Oregon Short Line, now known as th Oregon Short Line and Utah Northern, which was onstructed as a branch of the Northern Pa-This road was perhaps the most important branch line that the Union Pacific has ever carried through

come Hoston's greatest landowner, like the Astors, ere than \$6,000,000, all of which has

Ames will be felt, it is safe to say that there is none in which it will be more keenly felt than in man had bug been identified with the society; was

Ames will be felt, it is safe to say that there is none in which it will be more keenly felt than in the Massachusetts Horticultural Society. The dead man had long been identified with the society; was a life number and since his first joining, many years ago, had been a constant exhibitor. His contributions have always been one of the features of the exhibitions. Mr. Ames was exceedingly fond of thowers of all kinds, and his greenhouses at North Easton were considered by experts to be the inest in the State. There are several larger ones, but for perfection of appointment these are generally conceled to carry of the palm. These greenhouses are always open to the public. Mr. Ames was always generous in his gifts of flowers to charaties of all kinds. But his grat pride and Jr. was the collection of orchods, which is all Newplants of every known variety, some of them being innue of their kind and worth immense sums of money. Neither time nor expense has been soared in making the collection, and it was a common thing for Mr. Robinson, his gardener, to pay £60 for a single plant, while on one occasion he was known to have paints was an absolute passion with Mr. Ames and although their care, of necessity, was left to his gardener, the took as great personal pride in the conservatory. His paums were considered very line.

The news of Mr. Ames's death had but a slight effect on the Stock Exchange up to noon to-day. I'm on Pacific, which opened a 23% this morning, had dropped to 22% or 10% the part of the part of

HOW THE NEWS WAS RECEIVED HERE. UNIVERSAL EXPRESSIONS OF REGRET AMONOMIS BUSINESS ASSOCIATES-IIIS CONNECTION WITH UNION PACIFIC.

The news of the death of Mr. Ames deeply ouched his business associates here who knew him well. He was extremely popular amont all with whom he came in contact. aire of the top-lofty order, but was always simpl and unassuming in his manners. In business circles his judgment was not only sought, but followed, because it was almost proverbially unerring

Judge John F. Dillon, of the Union Pacific Railway Company, who had known him for many years Ames was probably the largest owner of stocks and bonds of the Union Pacific Railway Company. He was a director for many years and

Continued on Second Page.

A SLIGHT FIRE IN WASHINGTON PRACTI-CALLY CUTS OFF SERVICE IN THAT CITY.

ONLY A FEW WIRES LEFT TO DISTRIBUTE TO THE COUNTRY THE NEWS OF WHAT CON-GRESS IS DOING-POSTAL TELE-GRAPH WIRES IN GREAT DEMAND.

Washington, Sept. 13 .- Fire broke out in the Coreoran Building in this city a few minutes be fore 6 o'clock to-night, which greatly damaged the wires of the Western Union Telegraph Company, whose offices are on the upper floors of the building, and shut off all telegraphic communication in the city by that company. The fire originated in the cupola on the root

directly above the operating room, where the wires are strung to connect with the switchboard. The cause has not yet been definitely ascertained, but the supposition is that during the wet weather now prevailing an electric light wire became heavy and sagged, rubbing across another wire until the insulation became defective, thereby starting a blaze which caught in the woodwork of the cupola. About 400 wires were burned and cut out by the firemen during their work, and the only wires left available for service were a few several telegraphers were detailed for duty.

The firemen in getting at the blaze were comrelled to cut a number of wires which were thrown into the street below. Considerable damage was done by water, which thoroughly saturated the insulated wires, rendering them totally useless The operating room was until they became dry. flooded with water, which aside from wetting the desks, instruments and papers, did no serious dam-None of the switchboards suffered from the

The fire was gotten under control by 6:20 o'clock, and in about half an hour the wreckage was cleared away sufficiently to enable Manager Mareau and a corps of assistants to begin the work of repair. They went at once to the capola and attempted to make connections with the large switchboard in the operating room, but progress was necessarily slow owing to the extreme darkness on the roof of the building and the steady downpour of rain.

The damage done, aside from the delay to business, is roughly estimated at between \$100 and

Messages and other telegraphic matter were re ceived at the business office, subject to delay. It was an off night for the telegraphiers, some of whom lounged about the operating room looking at the seeme of destruction, while others wandered off in the neighborhood, awaiting the result of the repairs. There are about 150 of them employed by

The Postal Telegraph Company furnishes the only telegraphic outlet, and their wires were crowded with news filed by the special correspondents and others.

For a time the telephone and electric light wires nning across the building were affected, but running across the building were affected, but the trouble was soon remedied.

LOOKING FOR THE TRAIN ROBBERS.

SEVERAL SUSPICIOUS PERSONS IN CUSTODY, BUT THE TRUE CRIMINALS THOUGHT TO BE AT LARGE.

Ligonier, Ind., Sept. 13 .- The Lake Shore detectives from Elkhart and Toledo who have been scouring this part of the State for a clew to the express robbers have about given up the chase. C. C. Needham and another detective from Elkhart drove in from the southern and central part of the county and they say there is absolutely no clew. Three tramps were arrested this morning at Brimfield, and at Butler two more were overhauled. The actions of these men were very suspicious. They purchased tickets here yesterday for that point, but pefore the train reached the station they alighted and started across lots for the woods. The detectives now express the opinion that the crime was done by professionals, and have about given up the idea that local criminals had anything to do with The people in the neighborhood of the point where the train was held up say that they know absolutely nothing, saw no suspicious strangers, and know no more about the affair than if they lived 100 miles away.

Peru, Ind., Sept. 13.-A man giving the name of C. A. Bulden, of Pocahontas, Idaho, arrived here vesterday and was arrested on suspicion of being one of the Lake Shore train robbers. He came in during the night on the freight train, and the police are confident they have one of the men or a decoy sent this way by the robbers.

THE SHATTERED CAR REACHES HOBOKEN. The Atlantic express, the thirty-five hour Chicago up and robbed near Kessler, Ind., on Monday night. on time to the minute. The train came by way of Toledo, Cleveland and Buffalo, and all of the crew were changed at one or the other of these places. Consequently Conductor Hudson and Engineer Ailen, who brought the train into New-York, knew nothing of the robbery, except from hearsay. On the Hudson River division this train is known as No. 8, although, with the exception of the baggage

cago as the Atlantic express. The express car that was broken into was brought into Hoboken yesterday morning over the Delaware, Lackawanna and Western Railroad, to which it had been transferred at Cleveland. Externally it does not look much battered, but inside there are many marks of the rough treatment it experienced. One of the doors was blown in and was hadly shat-One of the doors was blown in and was badly snat-tered by the force of the explosion. The safe, or rather what remains of the safe, which held the stolen money looks as if it had been hammered with stedges. The door was blown off and broken into several pieces. The interior was absolutely empty, except for some of the white powder with which safes are lined to make them fireproof.

C. I. Thayer, general agent of the United States Express Company in this city, returned from Buf-faio Tuesday night. He says the amount obtained by the robbers was much less than the \$13,194.60 re-ported from the West.

MISS GERRISH SAID TO BE DYING.

DANGEROUSLY SICK AT THE HOTEL MARLBOR OUGH-HER STAGE CARFER.

At the Hotel Mariborough it was said late last night that Miss Sylvia Gerrish might not live till morning. She has been there since her arrival on the Paris on September 2, and is suffering from peritonitis. It was her intention at the time of her arrival to rest only for a few days, and then go to Oakland, Cal., where her mother lives. The family name is Rawlins, the mother's maiden name having been Gerrish.

Miss Gerrish was well known here two or three years ago as a prominent member of the Casino Company. She had previously acted for some time at the Bijou Theatre, now Keith's, in Boston, and had gained a considerable reputation there. She had also appeared in "Sailors and Sweethearts" at the Bijou Theatre, in this city. Her first appearance at the Casino was in "The Marquis," and among other operas in which she was seen there were "Madelon," "The Yeoman of the Guard," were "Madelon," "The Yeoman of the Guard," "The Brigands" and "The Drum Major." Her

"The Brigands" and "The Drum Major." Her last appearance there was in "Uncle Celestin." Since she left the Casino Company she has spent the most of the time in Europe, largely in London, she acted or sang there from time to time, but not regularly. For the last year she has been for the most part in Italy studying music. She returned to London this summer, however, and sang the title part in "Mile. Nitouche" at the Trafalgar Square Theatre, taking the place of Miss May Yohe, who left the company. She kept this position till within a few days of her sailing for this country.

HOWELL OSBORN AND FAY TEMPLETON FRIENDS.

Miss Fay Templeton came here from Boston yesterday, she is to sing in "Mme. Favart" in Brooklyn soon, but she says that she shall not appear in Fev-York till she has a new opera. She says that she and Howell Osborn have made up their differences, which were never serious that he is to sail for Europe on Saturday, and that while in Paris he will see Audran to make arrangements for a new opera for her. The two occupied a lox at the Bijou Theatre last night. She says that her return to the stage has Mr. Osborn's approval.